

Questions Raised at the April 14, 2011 Kick-off Meeting (Posted to the “sticky wall”)

1. How are we going to pay for this?
2. How many property owners have you talked with? How many (if any) are “on board” for redevelopment of the area?
3. What precedents can we learn from? – Same acreage bisected by a highway?
4. What are the options for improving pedestrian access across Highway 100?
5. What is the time commitment to be in a work group? Expectations of involvement?
6. How do I walk from City Hall to library?
7. What is the timeline/expectation for starting? Do we have anything “pushing us” to move quickly?
8. If you are going to “piece” together the properties; how can you/we make a plan to implement in terms of “flow” and design?
9. Can we create a more welcoming look to the district? (trees, poles, flags, pillars to say “Welcome to Edina”!)?
10. How will we get a community center which is solely a community center?
11. Has a market analysis been done to know if this area is of interest/in demand for retailers? Who/what type of retailer is interested in this place?
12. How can we work with developers to improve traffic in advance of proposed changes?
13. How are decisions going to be made about what land is retained for public use?
14. Should we expand the area under consideration to include the connections between Benton Avenue and Highway 100? Could impact traffic flow in the Grandview District.
15. Should the Edina Community Center participate in this process? Is their inclusion via the School District?
16. What is the lifespan of our current community center? How might we evaluate our needs for a future community center?
17. What modes of transportation should be planned for in addition to automobiles?
18. How is the sequencing of the “development” process to be determined?
19. How will major unknowns like the ability to straighten out ramps be accounted for in the process?
20. How to facilitate walking the area and park close enough to building to accommodate the aging population?
21. Obtain all drawings of: Existing grades; all existing utilities and private utilities.
22. Should we interview a market consultant i.e. to study review and suggest land uses not fulfilled in this location?
23. Will the community’s desire for public resources and facilities be assessed and factored into this process?
24. Reserve potential role for rail transit.
25. Can we get a transportation hub for public transit in this area?
26. Enhance non-auto experience.
27. A great potential for transit center (future BRT or rail)
28. MNDOT involvement early in the process: How do we ensure this regarding any Hwy 100 exit/entrance ramp change suggestions?
29. How and when would the State of MN be involved in reviewing options for uses of the property it owns.
30. Are we considering a restaurant/entertainment focus for the small area plan (SAP)?
31. What properties or sites within the District are expected to be in play within the next two years?
32. The City currently has the nicest buildings in the District – How can we “encourage” the other property owners to update and maintain?
33. Can the air-rights above the rail and DOT rights-of-way be developed?
34. Have there been other areas within the community identified for small area plans?
35. Do you want the Grandview District to be the center/heart of Edina?

36. What is the realistic probability of the rail being used regularly?
37. Is this a location for iconic architecture to proudly identify Edina?
38. Is this a possible location for affordably priced housing?
39. Can pedestrians/bikers feel safe getting to the site?
40. Ingress/egress to the site via bikes, autos
41. Ask: Are we still following the 7 guiding principles?
42. How do changes in the Grandview District affect the rest of Edina? (e.g. if we move the school buses how does that impact the folks at their new location?)
43. Envision more broadly all potential uses in an open-minded vs. exclusive approach.
44. Maximizing District potential.
45. Can we create a ring-road that is like a mall for pedestrians and bikes?
46. Partnership of private/public with ongoing community input and review.
47. What density is contemplated? This will affect infrastructure, look and feel, # and types of uses, financing market and political acceptance, etc.
48. How can we assure City and School board support?
49. How do we model all forms of transportation at once (to some level of detail)? E.g. trains, buses, cars, pedestrians, bicycles, etc.
50. Which properties will be included in the development plan? i.e. what will the blank canvas look like in terms of size shape connectivity.
51. Can the school buses be serviced by the City new garage facility? Better use of public \$.
52. Feasibility of implementation?
53. What areas of the project other than roads/sidewalks would require public financing?
54. Can we get businesses to sponsor the green spaces, bus shelters, benches to make the area more people friendly?
55. Can we get rid of the school bus garage?
56. How can the school district be motivated to relocate to a more viable location outside of the Grandview District.
57. Is this meant to attract new businesses and services?
58. Are the current businesses a part of this process?
59. Can we feasibly cap over Highway 100 to gain space and decrease noise/clutter from highway?
60. Transport – Get particulars for rail – Lot width needs; long term rail schedule; speed of trains; rail-commuter stop; can we plan to span over tracks with parking deck to Jerry's City ramp -; planned changes to RR; safety and air pollution.
61. How do we design optimal multi-mode transportation for this site?
62. Should the 50th and France mode be represented?
63. How to use the air space over the RR tracks?
64. When does actual implementation of the "final" plan begin?
65. Is it a given that Eden Avenue stays where it is and how it is?
66. How do we integrate potential passenger rail into an overall transportation plan for the area in question?
67. Are we considering a "town center" focus for the SAP?
68. Will improved vehicular access be addressed as part of the SAP?
69. Does MNDOT want a "park and ride" facility in this area?
70. Can we make the removal of the school bus garage a priority? (removes a barrier to development).
71. Can bike paths be integrated into the plan and the broader plan for Edina bike paths?
72. Transport – Determine accesses to area if 100 off ramp is eliminated.
73. Can Eden Avenue be lowered and build over?
74. The first question is would MNDOT allow changes to exits and entrances to Vernon/50th from Highway 100?
75. How does this City gain cooperation with private property owners for our small area plan?

76. How will identified obstacles (such as moving the school bus garage) be handled?
77. Will we set any limits to the design? (for example not to exceed 6 stories, green design only, etc.
78. How will the \$100,000 grant allocation be determined?
79. How will the community's desire for public resources and spaces be evaluated?
80. Does Gus Young Lane have to stay the way it is?
81. What priority or Phase I needs to be considered first?
82. Do we have to keep the bus garage in this location?
83. Is there an upper-limit to the density? How do we define it-dwelling units per acres? Utility infrastructure, traffic capacity?
84. Have the plans for Highway 100 expansion been looked at? (If any future development).
85. What kind of consultants are going to be engaged?
86. Can private owners be encouraged to share parking facilities?
87. How can pedestrian access from neighborhoods be improved?
88. Parking – Do we consider car parking and bicycle parking?
89. How will we get a community area where people are comfortable walking eating, working?
90. Can I participate in more than one topic committee?
91. Sell public works building to school district.
92. Financing – study all sources of financing and grants, Fed/State/Met Council.
93. How will we figure the cost/benefit of green spaces?
94. If current privately owned land parcels are envisioned for alternative use, how does current owner control or impact process, or get compensated?
95. How easy is it to work with MNDOT on Highway 100 issues?
96. Transforming transportation – how to bring viability to the beginning and center of study.
97. How will this process affect other developments potentially proposed in the City?